

What is claimed is:

1. A method for stabilizing a vehicle in an unstable position, comprising the steps of:

a) leaning a first buttress stand and a second buttress stand against a right fender area and a left fender area at an end of said vehicle, each buttress stand having a base, an end fitting, and a length therebetween, the buttress stands being arranged with the end fitting nearest the vehicle and the base on the ground, spaced outwardly from the vehicle;

b) restraining the buttress stand bases from sliding;

c) securing the vehicle using a technique selected from the group consisting of

i) wrapping a flexible tie member around at least one rear post of the vehicle;

ii) entering through a rear window opening of an inverted vehicle and attaching a J-hook to at least one rear post of the vehicle, the J-hook having a flexible tie member attached thereto;

iii) entering through a side window opening of an inverted vehicle and attaching a J-hook to at least one sidewall of the vehicle, the J-hook having a flexible tie member attached thereto; and

iv) entering through a rear window opening of an inverted vehicle and attaching a J-hook to a rear deck or speaker deck of the vehicle, the J-hook having a flexible tie member attached thereto;

and

d) passing an opposite end of the flexible tie member up or across the side of the vehicle, where it is engaged with the fitting affixed to the buttress stand.

2. The method of claim 1, further comprising the steps of:

e) leaning a third buttress stand at an end of the vehicle, the third buttress stand having a support end in contact with the end of the vehicle and a base contacting the ground;

f) attaching the base of the third buttress stand to the vehicle or to the base of the first buttress stand and the base of the second buttress stand, with one or more flexible tie members; and

g) passing a flexible tie member from the base of the first buttress stand and the base of the second buttress stand in the direction of the opposite end of the vehicle and attaching thereto or to a top side of the vehicle.

3. The method of claim 1, further comprising the step of placing at least one wedge between the ground and a surface of the vehicle opposite the end supported by the buttress stands.

4. The method of claim 1, in which the end of the vehicle is the rear end.

5. The method of claim 1, in which the end of the vehicle is the front end.

6. The method of claim 1, wherein the end fitting comprises a round point for engaging holes, an angle bracket for cradling corners or objects, a protruding lip to engage a recess, and a slot to grip a chain.

7. The method of claim 1, wherein the end fitting comprises an adjustable turret head having means for raising and lowering by turning a collar fixed to a threaded jack shaft, and wherein the top of the head rotates independently of rotation of the jack shaft.

8. The method of claim 1, wherein the buttress stand base comprises a pivotal buttress stabilization base plate having round holes for engaging stakes, pre-attached cam buckle straps, ratchet straps, chain, or other flexible members, and an attached link for connecting straps, chains, cables, hooks, or similar restraining flexible members.

9. The method of claim 1, further comprising the step of placing a stake through the engine compartment and driving the stake through the vehicle hood area into the ground.

10. A method for stabilizing a vehicle in an unstable position, comprising the steps of:

2 a) leaning a first buttress stand and a second buttress stand against a right
3 fender area and a left fender area at an end of said vehicle, each
4 buttress stand having a base, an end fitting, and a length
5 therebetween, the buttress stands being arranged with the end fitting
6 nearest the vehicle and the base on the ground, spaced outwardly
7 from the vehicle;

8 b) passing a flexible tie member under the end of the vehicle, running from
9 the end fitting of the first buttress stand to the end fitting of the
10 second buttress stand, with slack extending up to the vehicle's
11 undercarriage on each side of said vehicle;

12 c) tightening the slack from the flexible tie member by exerting a force
13 against the end fittings of the buttress stands at the vehicle
14 undercarriage, using a first adjustable length flexible member; and

15 d) restraining the buttress stand bases from sliding.

1 11. The method of claim 10, further comprising the steps of:

2 e) leaning a third buttress stand at an end of the vehicle, the third buttress
3 stand having a support end in contact with the end of the vehicle and
4 a base contacting the ground;

5 f) attaching the base of the third buttress stand to the base of the first
6 buttress stand and the base of the second buttress stand with one or
7 more flexible tie members; and

8 g) passing a flexible tie member from the base of the first buttress stand and
9 the base of the second buttress stand in the direction of the opposite
10 end of the vehicle and attaching thereto or to a top side of the
11 vehicle.

1 12. The method of claim 10, further comprising the step of placing at least one wedge
2 between the ground and a surface of the vehicle opposite the end supported by the
3 buttress stands.

1 13. The method of claim 10, in which the end of the vehicle is the rear end.

1 14. The method of claim 10, in which the end of the vehicle is the front end.

- 1 15. The method of claim 10, further comprising the step of placing a sway strap on each
2 side of the vehicle, wherein on each side of the vehicle one end of an additional
3 flexible tie member is attached at the base of each stand and the other end to the
4 first flexible tie member located at the undercarriage.
- 1 16. The method of claim 10, wherein the end fitting comprises a round point for engaging
2 holes, an angle bracket for cradling corners or objects, a protruding lip to engage a
3 recess, and a slot to grip a chain.
- 1 17. The method of claim 16, wherein the end fitting comprises an adjustable turret head
2 having means for raising and lowering by turning a collar fixed to a threaded jack
3 shaft, and wherein the top of the head rotates independently of rotation of the jack
4 shaft.
- 1 18. The method of claim 10, wherein the buttress stand base comprises a pivotal buttress
2 stabilization base plate having round holes for engaging stakes, pre-attached cam
3 buckle straps, ratchet straps, chain, or other flexible members, and an attached link
4 for connecting straps, chains, cables, hooks, or similar restraining flexible
5 members.
- 1 19. The method of claim 10, further comprising the step of placing a stake through the
2 engine compartment and driving the stake through the vehicle hood area into the
3 ground.
- 1 20. A method for stabilizing a vehicle in an unstable position, comprising the steps of:
2 a) creating one or more purchase holes in the vehicle, using a drill-operated
3 hole saw;
4 b) leaning a buttress stand having a base, a round point end fitting, and a
5 length therebetween, the buttress stand being arranged against the
6 vehicle with the round point inserted into a purchase hole created by
7 the hole saw and with the base on the ground, spaced outwardly
8 from the vehicle; and
9 c) attaching a flexible tie member from the base of the buttress stand to the
10 vehicle or opposite stand.

- 1 21. A buttress stand end fitting, comprising a round point for engaging holes, an angle or
2 channel bracket for cradling corners or objects, a protruding lip to engage a recess,
3 and a slot to grip a chain.
- 1 22. An adjustable turret head buttress stand end fitting, comprising means for raising and
2 lowering by turning a collar fixed to a threaded jack shaft, wherein the top of the
3 head rotates independently of rotation of the jack shaft.
- 1 23. A pivotal buttress stabilization base plate, comprising round holes for engaging stakes,
2 pre-attached cam buckle straps, ratchet straps, chain, or other flexible members, an
3 attached link for connecting straps, chains, cables, hooks, or similar restraining
4 flexible members.
- 1 24. The pivotal buttress stabilization base plate of claim 23, further comprising a pivotal
2 upright with means for attaching multiple sizes of extension sections.
- 1 25. A method for stabilizing a vehicle in an unstable position, comprising the step of
2 placing a stake through the engine compartment and driving the stake through the
3 vehicle hood area into the ground.